



Bulletin

PO Box 3135, Wellington, NZ.

Jun - Jul 2016





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Cover: MG Nationals, Taupo, Concours d'état - Pre 56 lineup.

Inside Cover: MG Nationals, Taupo.

Top: MGBs as far as the eye can see. Middle, Sprints, L-R: Willie James, Ross Armstrong, Michal Anderson. Bottom, Sprints: All lined up ready to start. Photographs MGCC (Auck)



Coming Events

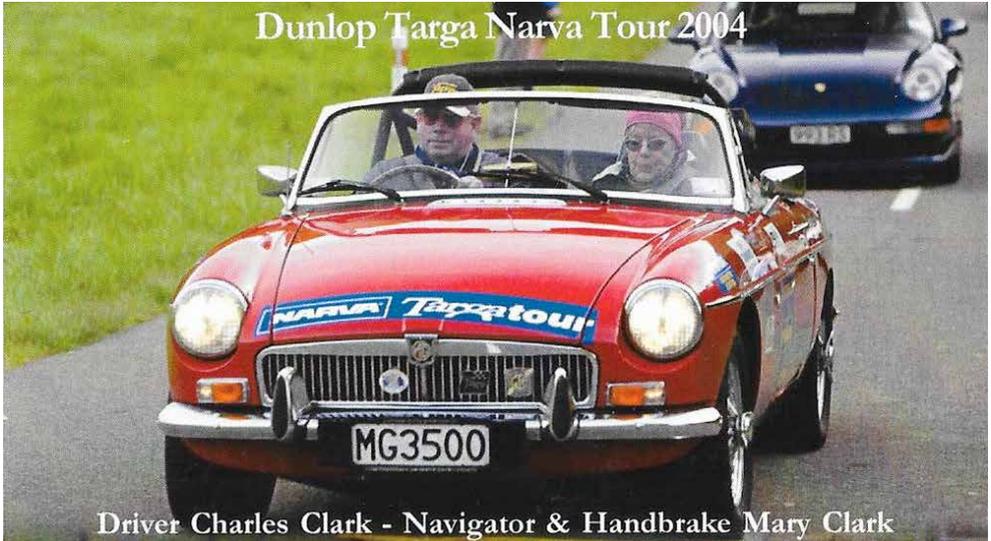
Wed 29 June	Club Night Dinner - Salt & Wood Collective, 11 Ngaio Rd, Waikanae. Contact: Michael Shouse, details will be confirmed by e-mail.
Thurs 30 June	Old Speckled Hen Run - Mid-Winter Christmas Run Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 6 July	Noggin N Natter - Guest speaker: Sigurd Magnusun Contact: Paul Chipp, details will be confirmed by e-mail.
Sat - Sun 9-10 July	Midwinter Back Country Adventure Tour - MGCC Auckland Contact: Paul Walbran - Bookings on www.mgclub.org.nz
Sun 10 July	Round 2 - The Surgery Sprints 2016 Contact: Ron Robertson - ron@mgarclub.org.nz
Sat 23 July	Mid year Xmas dinner in Palmerston north - MGCC Manawatu Contact: Gay Baxter - mg.baxt@xtra.co.nz
Wed 27 July	Club Night Dinner - Roundabout, 99 Main Rd, Tawa. Contact: Bob Hulena, details will be confirmed by e-mail.
Thurs 28 July	Old Speckled Hen Run - John Daniels Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 3 August	Noggin N Natter - Contact: Paul Chipp, details will be confirmed by e-mail.
Sun 7 August	MGCC (Wgtn) AGM - Bentley Room, Southwards Car Museum 1.30 - 2pm, Southwards, Paraparumu.
Sun 14 August	Round 3 - The Surgery Sprints 2016 - MG round, volunteers needed. Contact: Ron Robertson - ron@mgarclub.org.nz
Thurs 25 August	Old Speckled Hen Run - Ron Mitchell & Shirley Kelly, Lynne & Lox Lummis Contact: Michael Anderson - e-mail: michael.anderson@xtra.co.nz
Wed 31 August	Club Night Dinner - To be confirmed Contact: Bob Hulena, details will be confirmed by e-mail.

Committee meetings are held on the first Monday of the month, 5.30pm, Meeting room, Wellington Bridge Club, 17 Tinakori Road, Thorndon.

Members are welcome to attend committee meetings, but please contact the club secretary in advance. Rosalie Andrews - 027 600 0480 - risf@xtra.co.nz



Mary Clark



Driver Charles Clark - Navigator & Handbrake Mary Clark



7 November 1946 to 18 May 2016

It is with much sadness that we advise of the sudden death of Mary, navigator, co-driver and much loved wife of Charles. They had just returned from attending the MG Nationals in Taupo.

Charles and Mary were members of Wellington Centre from the mid 90s until they moved to Auckland in 2009. Their Red Braysshaw V8 B is well known in the MG community.



Articles

Articles, letters and events write ups for publication in the Bulletin should be sent to editor@mgcarclub.org.nz.

Closing date is now the 20th of each odd numbered month, for publication in the following two monthly Bulletin, six issues per year.

Typed in the body of the e-mail or in a Pdf format attached to the e-mail would be great, but hand-written on anything clean is equally as welcome. Pseudonyms will be used if specifically requested, but please supply a name and address.

Committee members will each contribute a minimum of two per year by roster to ensure a 'wider editorial style'.

Disclaimer: The opinions expressed in this bulletin do not necessarily reflect those of the Club or the Centre Committee.



Editorial

Lots of events to report on this issue, with a couple of Tech-talk articles sent in by members to help fellow MG owners with their knowledge, good to see and if anyone has any articles to contribute, please do send them in.

On the home front, I didn't think I had achieved much over the last two months, but then when you come to write this it does seem more than I thought, maybe I haven't achieved as much as I would like.

Having thought I had finished welding (I found more around the grill opening) I started to bog over the repairs and detail the body. As soon as you think you have achieved an acceptable finish, you find another imperfection! So out comes the filler again.

While the car is sitting I also dealt with a couple of mechanical repairs. Low compression on 1 & 4 turned out to be a blown head gasket rather than valves, water pump was leaking (maybe because of the head gasket) and replaced. Front brake pots were overhauled with new seals and stainless steel pistons.

After much sanding and spray priming with cans, I undercoated the front and applied the top coat, I'm waiting until the paint hardens until I start polishing, after which I can start reassembling.

Currently I have the replacement passengers side rear door off to paint and have put back on the rusty original to keep the rain out. The replacement was white, so will now match the rest of the car, not strictly true as the car colour is Tartan red and when I took the old paint in to be remixed the paint man said that it didn't match the correct formula, "Did I want it mixed to the sample or the correct shade." I chose the correct colour, this means I need to repaint the whole car, but since the rest of the car does need to be repainted anyway, I don't see this is a problem.

I intend to do it in stages rather than all at once, of course the new will not match the old, until I finish, but it will match from a distance on a dark night! The car isn't Concours and is never likely to be, it has seen too many miles and body repairs.

Safety Fast motoring everyone!



Graeme Tulloch

Tulmac

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e-mail: tullochfamily@xtra.co.nz





Nationals MG Rally, Taupo-1 - April

Catching a bus from Taupo to Auckland is a strange way to finish a car rally. But with my Dad Geoff heading back down to Wellington, and my partner Toni having already left on Sunday, it was a pretty good option. Plus I was quite interested to compare it to a Greyhound Bus journey I took from Vancouver in Canada down to Seattle about five years ago. We were delayed on that journey because there was an engine warning light on the bus and the bus driver thought the “bus would probably explode” if we risked it. Coming from an MG background this seemed a bit extreme to me, but hey, you don’t argue with an American in a position of power.

Speaking of the MG background - I grew up with three cars in the garage (the TF, Midge, and whatever car was in the process of being repaired), four in the driveway (the Morris Minor I learned to drive in, the BGT, Dad’s work car and Mum’s work car) and sometimes a couple on the street. I made my way through a variety of car related mishaps, including leaving the handbrake off the Alpha Romeo one time, only to wake up in the morning with it parked neatly on our neighbour’s lawn, four doors down (we lived near the bottom of a hill).

My four older sisters and I grew up attending various MG events with Mum and Dad, including the Easter Rally in Taupo every year. I think we attended pretty consistently from sometime in the 80s right through to the early 90s. Quite a number of those events were held at the Suncourt. So it was with quite a bit of nostalgia that I returned to the Suncourt for the MG National Rally in April 2016.





Nationals MG Rally, Taupo-1 - April

The concours was up first, and Toni and I got to do the “glory run” polish at the venue. Dad had done all the hard work of course. Including refurbishing it in the first place for Toni and I to drive on our wedding day last January, and more recently painting the entire underneath.

All the cars looked fabulous, lined up on the Taupo domain. Toni and I wandered around and eventually made our way to the BGTs where I found myself drawn to the orange piping on the interior of Michael Anderson’s BGT. I must admit I have never really thought about owning my own MG, but lately I have been thinking perhaps it is time to stop sponging off Dad, and get my own. And when I saw that orange piping, well, something clicked.

But! No time to continue pondering this point, as we were off on the trial. I loved the clock in the cardboard box. But I did think it harboured the first trick - “okay” he said “read your start time on the clock”. I looked at the clock, I think it said 1:12pm, but was that right? Maybe clocks in cardboard boxes are not considered reliable time-keeping devices and so perhaps I am supposed to use my own watch instead? But there was no time! No time to figure this out! So I said “1:12pm”, Dad wrote it down (with a bit of difficulty as we had neglected to bring a clipboard), and we were off. Dad was navigating and so I was theoretically just following instructions, but I did what I bet every trial driver does - try to surreptitiously glance at the instructions while driving. But seriously though, it was an “easy” trial where all you had to do was follow instructions (with no tricks) and keep to a prescribed average speed...

Anyway... Moving on to an event where an average speed rule most certainly does not apply, on Monday it was Track Day! It promised to be a long day and while Dad was of course in charge of the car, I was in charge of catering.

A very important task. I chose bacon and egg pie, cheese scones, bananas and mini moros and mini Whittakers peanut slabs. I think both the car and us fared pretty well that day.





Nationals MG Rally, Taupo-1 - April



I mean I might have spun out on the hairpin bend whilst trying to catch up to Brian Grace in his TF, but at least I didn't crash... And more importantly, Dad did a pretty sharp time of 2 minutes 54 seconds, so all was well.

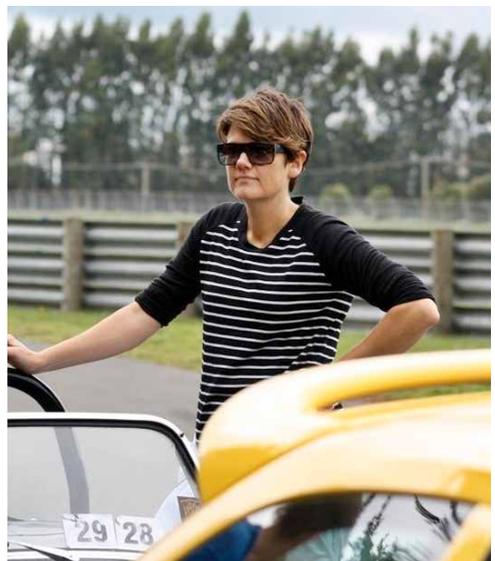
And finally, we come to the Motorkhana. Later, at the prizegiving dinner I was chatting to Andrew Walbran and Jennie Dingley and Andrew said to me, "yeah, 20 years ago one of you Brader girls was really competitive in the motorkhana" and I had to sheepishly reply "yes, that was me, when I was 17. But somehow, I seemed to have lost the knack".

But anyway, it was such a tonne of fun I didn't give two cahoots that I seem no longer able to fully master the handbrake turns, or that I got 25 seconds worth of penalties on course number one (well, maybe I did give a few cahoots as the catch phrase of the day for me was "don't talk about the rope"). My favourite was course 5 - it was just the right mix of giving the poor car hell with the foot flat to the floor in first gear wherever possible, and enough turns and spins to make it interesting. And again, more importantly, Dad had a cracker of a day, coming 3rd out of the midgets, which is a pretty hotly contested race. Dad also had absolutely no trouble with the rope in course 1, earning a time of 24 seconds I think and no penalties whatsoever. "But didn't you listen to my advice?" he said. Of course I listened. I just couldn't implement. And so, we come to the end of the four days.

It was so much fun! And so well organised! I met so many absolutely lovely people! And reconnected with so many people who may have met me when I was kid. And... I started to dream of owning my own MG. But - last I checked, Toni wanted to buy a jet-ski, and a kayak, and a SUP board, and we are planning a trip to Europe in 2018. But maybe, just maybe, there is room in our life for a lowered black BGT with rubber bumpers and citron engine bay, and black seats with lime green piping...

Kate Brader

Photographs: MGCC (Auck)





Nationals MG Rally, Taupo-2 - April

They came from almost all points of the compass with Kate Brader - Auckland, Gordon Vogtherr - Hawkes Bay, the James ZA and Walls WA - Wairarapa, Gina & Malcolm MG F via Whanganui, Bryce Gliddon - Taupo and Armstrongs MGB, Andersons MGBGT, Geoff Brader Midge, Christiansens Yellow terror ZR, Denizes RV8, Mitchell / Kelly MG TF and George Walter MGA from Wellington, 18 attendees in all.

Five of the Wellington based cars did the trip in convoy meeting up at Waikanae on Saturday at 9:30 am for a leisurely trip to Taupo with refreshment stops at Mothered Goose Bulls and Café Telephonique Taihape with some vital time for shopping at The Wool Company in Utiku, just before Taihape. George Walter and the Christiansens had gone ahead to catch up with Gay Baxter on the way up.

The convertibles had the roofs down in grand MG tradition and it was a pleasant drive if a little cool on some parts of the Desert Road. However all made it without incident and quickly sorted registration. It was then Ross discovered that he'd left his competition overalls and helmet at home, resolved by using his working overalls and a borrowed helmet from Andy Lowe, Thanks Andy!

Despite the pre-fettling and detailing at home the cars still required a clean and a once over before the Concours d'état Sunday morning at 9 am. It dawned fine and a pleasant few hours were spent showing off the cars to locals, discussing the merits of different models and indulging in a few cups of coffee until it was time to start on the trial at 1 pm. There was a great display of some 66 plus cars ranging from the 1930s to the modern 2000 cars - no MG3s or 6s however.



Concours d'état - MGBs lineup



Concours d'état - Bill & Rae Denise



Concours d'état - George Walter



Concours d'état - Ross & Anne Armstrong



Nationals MG Rally, Taupo-2 - April

Arghh the Trial! Well this was set up as a time trial with various average speeds ranging from 34.7 to 70.6 km/h. Most of our team were very good and tried to follow the guidelines to the letter as the results will show, however some of us including an ex-Wellington member (MG 3500??) just took to the road and enjoyed the flowing undulations at speeds not accounted for in the event. No names here! The trial covered over 200 Km and was through some great countryside, most enjoyable. The roof was up as rain did threaten and it was coolish so we bowed to they who must be obeyed for a change.



Trial - Michael & Elaine Anderson



Trial - Bryce Gliddon

An inspired move by the committee to provide all with “fitted” fire extinguishers meant everyone could enjoy the sprint on the Monday at Taupo’s Bruce McLaren Motorsport Park. Many who hadn’t done this type of event before took the opportunity and had a ball, as did we more experienced drivers.



Sprint - Willie James



Sprint - Malcolm Fleming



Sprint - Bill Denize



Sprint - Denis Christiansen



Nationals MG Rally, Taupo-2 - April



Sprint - Talking tactics



Sprint - Chilling out



Malcolm - "I was on the apex..."

Tuesday was the Fun Day featuring Motorkhana Tests, 6 in total, that did challenge even the more experienced competitors. Lots of laughs as we tried some of the different tests and we can see we'll need to brush up on our skills for future nationals.

Evening socialising gave more opportunities to catch up with and renew or make new acquaintances amongst the MG fraternity. Saturday BBQ meet and greet and Tuesday's prize giving evenings were the official evening functions but Suncourt HQ does have a good bar and dining area that we used on the other evenings. For those who availed themselves of the lunch order arrangements, we can say they were extremely well catered for with even some to share around.

All in all it was another amazing MG Nationals Rally and congratulations to the organising team for making it such a successful one. To those who took the trial seriously, well done, and to all the winners, a great effort and well deserved.

Ross Armstrong / Bill Denize.

Photographs MGCC (Auck) & Gina Jones

Ham, tomato and cheddar	
Toasted Sandwich no Fries	\$9.00
Fries and MG Aioli	\$8.00
Wedges with sour cream and relish	\$9.50
Wedges with bacon and melted cheese	\$12.50
Green Salad	\$6.50
House Wines	
\$9.00 per glass	
from \$30.00 per bottle	

Postscript - Spotted on the way home in Bulls by Gina Jones - nothing to do with the Café being named Mother Goose of course.

Nationals MG Rally, Taupo - Results

National Rally - Concours d'état Results, Wellington Team												
No	Name	Car	Registration	Class	Exterior	Interior	Engine	Total	Weighted Total	Overall place	Class place	
73	Bill Denize	MG RV8	MGR95	5	42.5	41.5	41	125	99.60	2	1	
74	Rae Denize	MG RV8	MGR95	5	42.5	41.5	41	125	99.60	2	1	
107	George Walter	MG A	BG5445	2	41	39	41	121	96.41	10	2	
71	Michael Anderson	MG BGT	UK.MGB	3	39.5	38	41	118.5	94.42	13	4	
72	Elaine Anderson	MG BGT	UK.MGB	3	39.5	38	41	118.5	94.42	13	4	
99	Bryce Gliaddon	MG A Coupe	MG483	2	37.5	38	40	115.5	92.03	19	4	
108	Denis Christiansen	MG ZR	FWH63	6	39.5	37	38	114.5	91.24	20	2	
109	Margaret Christiansen	MG ZR	FWH63	6	39.5	37	38	114.5	91.24	20	2	
94	Ron Mitchell	MG TF	EKW107	6	41.5	33	33	107.5	85.66	31	5	
95	Shirley Kelly	MG TF	EKW107	6	41.5	33	33	107.5	85.66	31	5	
68	Ross Armstrong	MG B	MG1069	3	40	33	32	105	83.67	34	10	
69	Anne Armstrong	MG B	MG1069	3	40	33	32	105	83.67	34	10	
4	Gina Jones	MG F	MGFBRG	6	39.5	33	30.5	103	82.07	37	8	
5	Malcolm Fleming	MG F	MGFBRG	6	39.5	33	30.5	103	82.07	37	8	
28	Geoff Brader	MG Midget	MIDGE	4	30	33	39	102	81.27	38	1	
29	Kate Brader	MG Midget	MIDGE	4	30	33	39	102	81.27	38	1	
44	Gary Wall	MG WA	WA1939	1	26.5	36	32	94.5	75.30	49	10	
45	Heather Wall	MG WA	WA1939	1	26.5	36	32	94.5	75.30	49	10	
42	Willie James	MG Magnette	MG413	2	30.5	33	23	86.5	68.92	50	8	
43	Sharyn James	MG Magnette	MG413	2	30.5	33	23	86.5	68.92	50	8	



Nationals MG Rally, Taupo - Results

Trial Results, Wellington Team

No	Name	Car	Class	Start time	Time In	Time	Variance	Pts lost	O/A	L	Cls	Points
107	George Walter	MG A	5	1:32:00 p.m.	2:56:00 p.m.	1:24:00	0:02:10	0:01:50	5		3	96.3
73	Bill Denize	MG RV8	3	1:33:00 p.m.	2:56:00 p.m.	1:23:00	0:03:10	0:02:50	10		2	94.3
74	Rae Denize	MG RV8	3	1:33:00 p.m.	2:56:00 p.m.	1:23:00	0:03:10	0:02:50	10	8	2	94.3
4	Gina Jones	MG F	4	1:24:00 p.m.	2:47:00 p.m.	1:23:00	0:03:10	0:02:50	10	8	3	94.3
5	Malcolm Fleming	MG F	4	1:24:00 p.m.	2:47:00 p.m.	1:23:00	0:03:10	0:02:50	10		3	94.3
68	Ross Armstrong	MG B	2	1:34:00 p.m.	2:55:00 p.m.	1:21:00	0:05:10	0:04:50	14			90.3
69	Anne Armstrong	MG B	2	1:34:00 p.m.	2:55:00 p.m.	1:21:00	0:05:10	0:04:50	14	12		90.3
108	Denis Christiansen	MG ZR	4	1:28:00 p.m.	2:48:30 p.m.	1:20:30	0:05:40	0:05:10	15			89.7
109	Margaret Christiansen	MG ZR	4	1:28:00 p.m.	2:48:30 p.m.	1:20:30	0:05:40	0:05:10	15	13		89.7
71	Michael Anderson	MG BGT	2	1:07:00 p.m.	2:25:00 p.m.	1:18:00	0:08:10	0:07:50	18			84.3
72	Elaine Anderson	MG BGT	2	1:07:00 p.m.	2:25:00 p.m.	1:18:00	0:08:10	0:07:50	18	16		84.3
94	Ron Mitchell	MG TF	4	1:07:00 p.m.	2:25:00 p.m.	1:18:00	0:08:10	0:07:50	18			84.3
95	Shirley Kelly	MG TF	4	1:07:00 p.m.	2:25:00 p.m.	1:18:00	0:08:10	0:07:50	18	16		84.3
44	Gary Wall	MG VA	1	1:45:00 p.m.	2:57:00 p.m.	1:12:00	0:14:10	0:13:50	23			72.3
45	Heather Wall	MG VA	1	1:45:00 p.m.	2:57:00 p.m.	1:12:00	0:14:10	0:13:50	23	27		72.3
28	Geoff Brader	MG Midget	6	1:12:00 p.m.	2:24:00 p.m.	1:12:00	0:14:10	0:13:50	23		1	72.3
29	Kate Brader	MG Midget	6	1:12:00 p.m.	2:24:00 p.m.	1:12:00	0:14:10	0:13:50	23	21	1	72.3
99	Bryce Gliddon	MG A Coupe	5						29			0



Nationals MG Rally, Taupo - Results

Sprint Results, Wellington Team													
No	Name	Model	Class	1	2	3	4	5	6	Best	Points	O/A	Class
108	Denis Christiansen	MG ZR	7	03:05.0	02:53.9	02:47.2	02:44.4			02:44.4	93.10	11	4
5	Malcolm Fleming	MG F	7	02:55.5	03:01.2	02:50.6	MT	02:51.4	02:50.2		91.37	18	9
99	Bryce Gliddon	MG A Coupe	3	02:56.0	02:54.0	02:52.2	02:50.5			02:50.5	91.28	20	1
28	Geoff Brader	MG Midget	5	02:57.1	MT	02:54.6				02:54.6	90.12	25	3
68	Ross Armstrong	MG B	4	03:06.4	03:05.7	03:01.9	03:10.5	03:01.0		03:01.0	88.38	30	8
29	Kate Brader	MG Midget	5	03:13.9	03:23.9	03:13.3				03:13.3	85.30	45	5
71	Michael Anderson	MG BGT	4	03:38.6	03:42.5	03:32.6				03:32.6	81.03	53	15
42	Willie James	MG Magnette	3	03:43.3	03:43.6	03:41.7				03:41.7	79.21	56	5
109	Margaret Christiansen	MG ZR	7	03:57.1	03:44.9					03:44.9	78.60	57	13

Motorkhana Results, Wellington Team																		
No	Name	Model	Class	Test 1		Test 2		Test 3		Test 4		Test 5		Test 6		Total	Rally points	O/A
				Time	Pts													
28	Geoff Brader	MG Midget	4	25.4	69.3	12.8	82.0	29.6	81.4	36.9	87.3	17.9	90.5	14.1	88.7	499.2	94.5	7
108	Denis Christiansen	MG ZR	6	23.6	74.6	12.7	82.7	34.7	69.5	40.4	79.7	22.0	73.6	14.0	89.3	469.3	91.8	13
68	Ross Armstrong	MG B	3	27.8	63.3	14.0	75.0	33.1	72.8	40.7	79.1	22.0	73.6	15.0	83.3	447.2	89.7	16
99	Bryce Gliddon	MGA Coupe	2	34.5	51.0	14.0	75.0	33.0	73.0	42.8	75.2	21.9	74.0	14.6	85.6	433.9	88.4	23
29	Kate Brader	MG Midget	4	47.3	37.2	13.1	80.2	37.9	63.6	38.9	82.8	19.0	85.3	15.2	82.2	431.2	88.1	24
73	Bill Denize	MG RY8	5	42.7	41.2	13.4	78.4	40.2	60.0	49.6	64.9	25.1	64.5	14.9	83.9	392.9	84.3	34
5	Malcolm Fleming	MG F	6	60.7	29.0	13.1	80.2	48.2	50.0	47.7	67.5	30.3	53.5	15.2	82.2	362.4	81.0	41
109	Margaret Christiansen	MG ZR	6	34.3	51.3	15.9	66.0	72.1	33.4	53.8	59.9	28.4	57.0	17.4	71.8	339.5	78.5	45
71	Michael Anderson	BGT	3	100.9	17.4	15.5	67.7	45.4	53.1	56.8	56.7	29.8	54.4	19.6	63.8	313.1	75.6	49



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Cecil Kimber Run - April



Sunday morning dawned a little grey and a little cooler than we have become used to, so the discussion was had “hood up or down” and as our B came with a pack away this is a very important discussion to have early, get it wrong its my fault get it right and its well you know the way these things go. Well the hood stayed down and thankfully so, as John and Pip must have warn their knees out praying to the weather gods for the day could not have been more perfect as was the route set for the run.

Our meeting place was as per normal at the Ngati Toa Domain with 10 cars including a Triumph TR4 irs and a fine looking Porsche so not quite a pure MG affair. The route took us south along SH1 to Porirua then via Kenepuru drive through Tawa and that was the last we saw of the highway as John and Pip had chosen a route well suited to sports cars winding through Glenside to Johnsonville and over the hills to Ohariu Valley and on through the Takarau Gorge, luckily little traffic was encountered by the writer and quick progress was made to the point where we were instructed to collect a Makara Beach pebble as an entry token for our lunch.

The drive from the beach to Karori has always been a favourite of mine going back to the time as a child we lived in Highbury and as a 12 year with friends cycled to Makara to go fishing not the sort of thing todays kids will do even if the parents would allow it, however I digress. The road from Makara Village to Karori has been much improved recently with hot mix tar seal and wider corners and better sight lines but still very much a “drivers road”.

The final stop for the day was at Zealandia at their very striking admin and Cafe building for brunch/lunch. The food was at a very high standard as was the coffee and appeared to be popular so if you feel like a visit I suggest an early start as parking and tables are at a premium.

Les Newman. Photographs: Dean Gray





Tech Talk - MGF/TF Alarm System Follow up

There is another option for replacing a broken or missing LUCAS key fob which does not involve a Rover TestBook or erasing and reprogramming all of any existing fobs which may belong to the car.

Look on Trademe.co.nz for a seller called *triumphinnet* in Rangiora.

This dealer supplies a new key fob with a returnable programming device for \$200 plus a \$50 returnable deposit on the programmer.

The programmer is just a plug which is inserted into a socket under the driver's side of the dashboard. Once plugged in wait a few seconds, shut car door and press the lock button a few times on the new fob.

The fob is then synchronised with the car and the programmer can be removed and returned to the seller.

The operation of any existing fobs is unaffected.

We got one of these for our MGF which was missing a fob and have had no problems with it.

Instructions for use are supplied and it really did take only a couple of minutes from it arriving in the mail to having it working.

This fob appears to be one sold by a UK supplier/manufacturer at this web site <http://www.remotekey.co.uk/mg/mgf-mgtf/>

Richard Whitehead





William Pyne Memorial Old Speckled Hen Run – April



Bill Pyne

This was a special run this month, as we celebrated the life of Bill Pyne, who has been a constant supporter of the OSH Run, since its inception in June 2012. Bill initially came along with his very good friend Scott Stevenson, who had recently re-joined the MG Car Club. As one would expect with Bill, he didn't just want to come along, he also wanted to have an MG, to add to his ever expanding fleet of interesting cars. He eventually bought the ex Bill Denize MG ZR, but somehow decided that wasn't to be his car and eventually on sold it. He then bought a very good BRG MGF Abingdon from Ray Hartley Motors, but alas, Bill didn't own it for very long, before his death. Nevertheless, he did get to use it, on the first OSH Run for 2016 to the Murrayfield Langdale Café & Restaurant, just out of Levin!!!! Bill was a lovely person, great motorist, enthusiastic collector and custodian of classic cars.

This month run was organised by Bill Denize and Ross Armstrong and we arranged to meet at the end of River Rd just passed Moonshine Bridge on State Highway 2 at 10.00am Members included Ron Mitchell & Shirley Kelly, Les & Chris Newman, Lynne & Lox Lummis, David & Kate Hector, Bill & Rae Denize, Ross & Anne Armstrong, Scott Stevenson, Michael & Elaine Anderson.

Over the Rimutakas with a short break at Featherston for coffee and then onto Clareville Bakery just north of Carterton for lunch. We were also joined by Gary & Heather Wall from Martinborough and Chris Haslam from Palmerston North. Additionally we had also invited Bill Pyne's favourite niece Sharon Morgan from Greytown to join us for lunch.



Sharon Morgan alongside Gary Wall's 1939 VA Tickford


 "OLD
SPECKLED
HEN"

William Pyne Memorial Old Speckled Hen Run – April



Sharon Morgan – Bill Pyne's niece in amongst the throng



Bill Denize presenting Lee Collett with a small gift

After a very good lunch we had a “minute’s silence” for Bill in the carpark, farewelled Sharon and then went off to visit the Garden Railway, at the home of Lee & Christine Collett, Carterton. A magnificent display developed over 10 years and essentially covers most of their garden. The tracks are 45mm “garden scale” electrified brass tracks with trains imported from Germany. Some include the usual graffiti we see on wagons today – so nothing is missed in terms of authenticity. Whilst the garden and trains are not open to the general public, Lee and Christine are happy to allow access to their garden and trains by arrangement and we certainly felt very privileged, for that to have happen. Incidentally Lee & Christine won Carterton’s “Garden of the Year” in 2015.

We also noticed a model of a MGTC, which Lee said he had always wanted one, so we knew we were in good company and someone with discerning taste!!!!

It was a well-planned run and a very good way to remember Bill. Vale Bill Pyne.

Michael Anderson



Part of the trains and track at Lee & Christine Collett's home



Tech Talk - An Unusual MGB Repair

Ever wonder what would happen if the throttle cable broke while you were passing a truck?

Well happily we weren't passing, but just trundling down from the summit of the Haywards Hill when ours went SNAP on our way home from the April OSH run. Oops, suddenly no power. I knew immediately what it was, having had the same thing happen once before at Manfeild.

The apparatus consists of a flexible outer with a wire strand cable inner which has a little bit of lead on one end that locks into the accelerator pedal arm. The other end feeds into the carburettor mechanism.

Luckily, like a good boy scout I had a spare one in the boot. This had been in the race car's spare parts bin but fortunately I'd put it into the Blue B's boot when heading to Dunedin for MG Nationals 2 years ago.

While Anne held the lantern (by now it was getting dark), Bill Denize who had been only a few minutes behind arrived. Some muttering and Bill now holding the cell phone flashlight (great App that) we managed to fix it and head home with Bill & Rae kindly riding shotgun behind just in case.

Looking at the old cable next day I could see it had frayed at the pedal end. (See photos showing the offending bit.)

The cable feeds through a tube in the inner RH guard and down through the firewall to the foot well just above the accelerator pedal. Examination showed it had been rubbing on the inside of the tube, this may be due to an alignment issue but there isn't any adjustment that can be made.

Using a 1/4" drill bit to see if it needed clearing out I found this tube is in 2 parts, the top ends in 1/4" and bottom 5/16".

After a bit of head scratching I found that the plastic tube that comes with Selleys No More Gaps fits nicely when cut to length as they are tapered (See attached photo re tube). I also placed a small bit of plastic, cone shaped, to centre the cable at the top end.

Then I pulled the whole lot apart and applied some copper grease to the entire length of the inner cable before refitting it having first inserted the Selleys tube in place to the inner guard pointing up from the foot well. I left about 1/2" of tube proud at the bottom end also.

Hopefully this will prevent a repeat of the problem however I would recommend to MGB owners to do a quick check on their cars sooner than later. Just get down on you knees



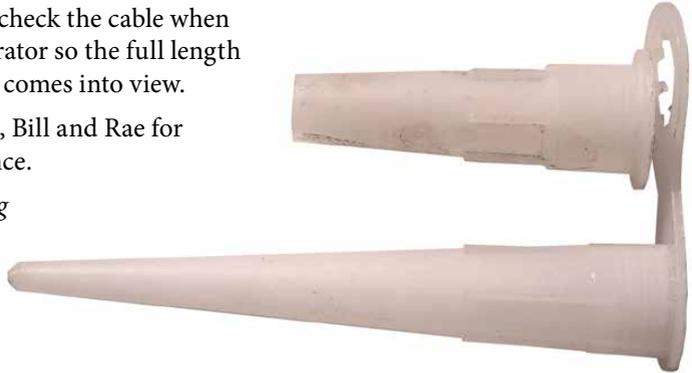


Tech Talk - An Unusual MGB Repair

with a good light and check the cable when pushing on the accelerator so the full length held in the guide tube comes into view.

Many thanks to Anne, Bill and Rae for their roadside assistance.

Cheers Ross Armstrong



New Members

We would like to welcome these new members and look forward to meeting them at our various activities.

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Les and Heather Bognuda

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MG Charity Classic - May

The MG Charity Classic ran like clock work, thanks to the efforts of the Race Committee and thanks goes to Ron Robertson, Naomi Bray, Ross Armstrong, Bill Denize, Denis & Margret Christiansen, Jim & Judith Higgins and the President Paul Chipp, club members working behind the scenes on the day.

Here are a few images of the meeting taken by the editor.



Ray Hartley - MGF



Bruce Gerring - MGBGT



Alan Blundell - Jaguar SS100



Historic Vanguard race car





MG Charity Classic - May



Marvin Turton's quick Anglia breadvan

1950 Chevrolet COE car transporter



MG J2 - A rebuild story



Ever since he first saw a model MG J2 in a book of exquisitely built miniature model cars, Ian Davison wanted to own one but opportunities to buy an up and running J2 are rare and the cost had always been tantalisingly out of reach. Although he realised he couldn't afford a complete car he was tempted to use his engineering skills to restore a suitably derelict example. However, in conversation with pre-war MG specialist Barry Walker, Barry pointed out that even then you will always spend the same amount of money, sometimes even more, the only advantage is that you will do it in gradual stages. In 1992 Ian was sent by his company to Athens to sort a complex hospital project. While he was there the costs of his accommodation and daily expenses were met and he was able to put aside a little extra money. Even in 1992 the price of pre-war MG J2s was very high and although he couldn't afford a restored example there was an advertisement in the April edition of *Classic Cars* which showed a very tempting photo of what appeared to be a complete 1933 J2 although the ad did make it clear that there was no engine and gearbox and that a total rebuild would be necessary. As Ian later discovered the only reason the body tub was sitting on the chassis was because it had been wired into place. Despite all this he bought the little MG and trailered it home. When attempting to unload the car it became clear that the steering box was seized and it was necessary to drag the car into place. Ian's neighbour lent a hand with the unloading and accompanying the rolling shell were many boxes of components, which bewildered him, and he found it

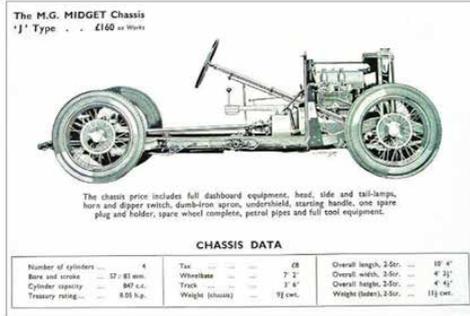
THE M.G. MIDGET SPORTS TWO-SEATER
 Model J2 Unsupercharged £199 10s.
 " J3 Supercharged £299 10s.
 " J4 Racing Model—
 Unsupercharged £395 0s.
 Supercharged £445 0s.
 15 Works.

This new model is not a fancy toy but a sane's car. Just as in the past the M.G. Midget has given overwhelming proof of its superiority in all the wildest trials and most grueling races, so will this new model worthily carry on the tradition. It is designed for the job. As a companion delight. Lavishly equipped upholstery in real leather, with a coachwork finish above criticism, this trim little road craft will appeal instantaneously to every true motor lover. Racing type Radco-Whitworth wheels, Dunlop tyres, and Triplex glass are standard, of course.





MG J2 - A rebuild story



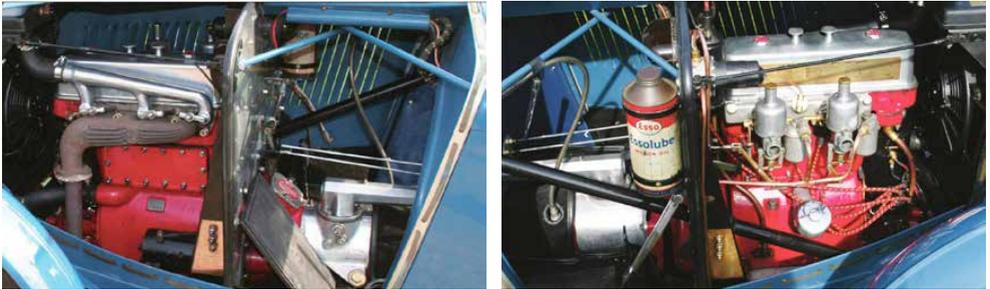
difficult to understand why Ian had spent so much money to buy such an incomplete car.

On the plus side as the car had been previously restored back in the 60s and its chassis was in surprisingly sound condition while the body tub was not too bad and most of it remained original, although Ian did have to acquire a new skill and fabricate some repair panels. When it came to mounting the body to the chassis the brackets provided in the numerous boxes of spares that came with the car were a puzzle. It was only after contacting a fellow owner/rebuilder that Ian found out that all the mounting brackets he had been supplied with were for the left hand side only. Key items to source were the engine and gearbox, here Terry Bone was able to come up with an appropriate power plant and the little MG began to take shape. The arm from the steering box had been welded and Ian felt it very worthwhile to fabricate/acquire a new part for such a safety critical item. The brakes that came in the box of parts were a mixture of hydraulic and cable operated. In the interests of originality Ian decided to refit the cable brakes, which work effectively enough provided you keep a close eye on them and adjust them up every two or three hundred miles. By 2000 the rebuild was complete by which time Ian calculated that around 1100 hours had been spent on the project and this was just the time he'd spent actually working on the car itself. The final part of the process was to paint the bodywork which he undertook himself after his research had revealed that although it had been red when he bought it, when it was new the J2 was originally finished in MG's version of Cambridge Blue. However, this was back the in 1930s





MG J2 - A rebuild story



and the exact shade of Cambridge Blue was a matter of debate, with the passing years what is regarded as Cambridge Blue has become paler, perhaps to enhance the contrast against Oxford Blue? Whatever the case may be this choice of colour really suits the MG and my photos don't really do it justice, the J2 is pretty as well as purposeful and the blue paintwork sets it off perfectly.

The tyres that came with the car were all desperately worn and mismatched which made Ian reflect on the cavalier way people would drive on terrible tyres back in the 50s and 60s before the minimum depth requirement became law. When one considers the major importance of tyres in terms of a vehicle's road holding and braking it's incredible that they got away without having more accidents. I was really looking forward to a ride in the J2 having long regarded them as a most desirable MG, seeming to perfectly epitomise the era of bright young things, it is easy to picture these cars in the hands of university chaps with their straw boaters or girls with cloche hats and bright red lipstick. Not forgetting that the J2 Midget was a performance car and in its day the 850cc motor could propel the car up to 80mph, very fast for the 1930s. When the engine was fired up my first impression was how sweetly it ran and as we pulled away I was surprised at how well it ascended the hills. It takes only a little while for the engine to warm up and for the reverse gate non-synchromesh gearbox to operate smoothly and we were soon out of town and whisking along the twisty country lanes over the gently undulating hills of Suffolk. Along these B roads the MG was truly in its element and one can imagine setting off for an adventure in the Midget back in the 1930s.

The bucket seats hold you firmly and provided you pick your way carefully the ride is very comfortable. Overall she offers a very civilized experience. The original J2 had a bench seat but Ian left it close to completion of the rebuild before he considered ordering his seat and when he was told how long he'd have to wait for delivery, he opted for the readily available bucket seats instead which seem to really suit the car and provide just a little more room in the tight cockpit. The simple Spartan bodywork offers little protection in the rain as water will drive in around the footwells.

Only a few weeks ago he took it to Prescott to take part in Pre War Prescott hill climb, 140 miles each way. You can watch a Youtube video of his ascent.

(<https://www.youtube.com/watch? Search for Pre War Prescott July 2015 J2 Run>)



MG J2 - A rebuild story

This policy of using the car frequently seems to me the very best way to enjoy your MG and get the most from it. However, it's not without risk, as not long after the MG was back on the road the crankshaft broke but this has now been replaced by a steel Phoenix unit which should prove to be much more durable. Since then the Midget has proved very reliable and Ian is prepared to undertake any journey in the car.



The Autocar magazine road tested the J2 in its 5th August 1932 edition and they were very enthusiastic about the new Midget. Its appeal is not based solely on performance, tremendous though that is for the engine size and the price of the complete car. Comfort has been studied so carefully that it is a remarkably pleasant car to ride in, quite apart from what it is able to do. The charm of the car to the enthusiast again is in its ability, in fact the eagerness of the engine to turn over at extremely



high revs, 5,800 rpm being well within its capabilities. This means that though second and first are comparatively low gear ratios the car gets going very snappily indeed, for it can be run up to 20mph on first, 36 on second and easily to 60 on third, in which connection it may be mentioned that on the cars delivered second gear will be a higher ratio, which should be a considerable improvement. Reputedly Autocar's reported top speed of 82mph was achieved after Cecil Kimber had instructed that the magazine should be supplied with a car that would be capable of exceeding 80mph. A suitably tuned example was provided but a few days after the road test it broke its crankshaft and therefore subsequent production cars were then fitted with a lower compression engine, as a consequence many new owners were to be disappointed that their J2 could not achieve the claimed top speed.



Whilst it looks so deceptively pretty this delicate looking MG requires dexterity to drive, as well as considerable engineering expertise to maintain and restore to this standard, fortunately Ian has those skills and he has been able to put together a brilliant pre-war classic that he really knows how to enjoy to the maximum.

Enjoying MG - January 2016



MG GS UK launch - May

6 May - London Motor Show

It's hardly been a secret, but MG has finally unveiled its showroom-ready GS in the UK. The mid-size SUV will be available to order in June and debuts with a new 1.5-litre turbo petrol engine.

The GS, which was revealed at the London Motor Show, is based around a brand new scaleable platform and will take on the Nissan Qashqai, Kia Sportage and Hyundai Tucson - but it should be cheaper than all of them.

MG also confirmed a new 'DCT' automatic transmission will be available on top spec models, which is a first for the reborn brand. The petrol unit is the only one available at launch, but diesels are tipped to arrive later.

Set to go on sale in the UK in June, prices are yet to be confirmed for the GS, but a spokesperson told us it would be "extremely competitive" and "around the same level as the MG 6". That means we can expect a starting price of around £16,000 (NZD \$34,333) for base models.

Inside, we can see a completely new dashboard design, not just one lifted from the MG 6. An updated sat-nav system debuts, while all models are said to be very well equipped.

MG claims that the GS rides on a new scalable SUV platform developed by SAIC which could underpin smaller MG Juke-sized crossover, set for a launch in 2017.

Dimensions of 4,500mm in length, 1,675mm width and 1,675mm height position the MG GS at the upper end of the compact SUV class in terms of size with the likes of Kia's Sportage and Honda's CR-V shaping-up as rivals - although we'd expect the MG to undercut these mainstream players on price.

Drive will be channeled via a six-speed dual-clutch gearbox to either front- or four-wheel-drive mechanicals depending on the buyer's preference. Additional engine options, including a 1.8-litre diesel, will join the range in the UK.

Lawrence Allan - Auto Express





From the archives - 1962

Wright's Hill Hillclimb March or April. Start line just above present No. 36. Bernie Wilcox on hockey stick, Barry Way standing at Right. Barry worked for K E Niven Supplies specialising in draughting supplies and advertising artwork and had a MG Y type which featured on the cover of the Bulletin for a significant period in the late 60's.

Dave Hector



MGA 1600 II – Geoff Sands



Gravel corner about 75m up from the start



MG TF – Russ Speedy?



Gravel corner



MG TD – Peter Hitchcock



Gravel corner



Old Speckled Hen Run – May

From left: Joan Stevenson with Ruby being camera-shy, Paul Chipp, Bill Denize, Ron Mitchell, David Priestley, Shirley Kelly, Suzanne Priestley, Andrew Weeks, Ross Armstrong, Anne Armstrong, Gaye Baxter, Jill Weeks, Christine Newman, Les Newman, Elaine Anderson, Val Helberg, Michael Anderson



This month’s run was centred in Waikanae. The objective was to have a look in a number of places, to see how well the new expressway through the Kapiti Coast is progressing. Fortunately, after some wet days, Thursday the 26th was OK – often cloudy, but no rain.

Our start point was in Omaha Street, Waikanae, where our late member Bill Pyne lived. We soon had a lively group of members present:

- | | |
|------------------------------------|-------------------------|
| Les and Christine Newman | Ross and Anne Armstrong |
| Bill Denize (Rae was not too well) | Gaye Baxter |
| David and Suzanne Priestley | Paul Chipp |
| Ron Mitchell and Shirley Kelly | Val Helberg |
| Michael and Elaine Anderson | Andrew and Jill Weeks |

We set off in convoy – no trick questions, just ‘follow the leader’. We drove to the end of Ngarara Road, which meant crossing over a new bridge spanning the new expressway. This is an impressive bridge to serve a small number of life-style block owners and the Nga Manu Wildlife sanctuary. The expressway could be seen, snaking its way north and south. The terrain looked very sandy.

At the end of Ngarara Road we veered right into Smithfield Road and soon had to turn around where the expressway crosses, about 300 metres before the actual end. There will be a bridge over the expressway at this point. You can check this out on YouTube, where there is an excellent ‘fly-through’ of the expressway - <https://www.youtube.com/watch?v=J70IjXVMAWs>



Old Speckled Hen Run – May

We drove back through suburbia to Greenaway Road, a 'no exit' street which ends near the Waikanae River. The cars were parked and we headed downstream on the walking track. Gumboots were useful – rain over the previous few days had left some big puddles on the track. We soon arrived at the new bridge being built over the river. This is very impressive. There are effectively two 180 metre bridges side by side, each supporting two lanes of traffic. Between spans, each side consists of 6 massive concrete and steel beams supported on crosshead beams on massive piers. There are 6 spans to be bridged, and most had the beams in place. This bridge is the largest structure on the expressway. It is designed to withstand 1-in-100 year floods and 1-in-2500 year earthquakes.

After our perusal and analysis of the engineering involved, we got the compulsory group photo and then meandered back to the cars. From here we drove to Tutere Street at Waikanae Beach and then back along Te Moana Road. This gave us a chance to see the construction of the bridge over Te Moana Road, which is also well advanced. There will be on and off ramps associated with this bridge.

Our convoy headed back to SH1 and south to Paraparaumu. We parked at Coastlands, outside Mediterranean Food Warehouse, our lunch venue. Here it was nice and warm, the choice of food and drink was excellent and the conversation flowed. Elaine was able to tell us a little about the landscaping and planting associated with the expressway – over 1 million plants being used, all natives and all grown locally. Once planted they will not be watered. Any that die will be replaced.

Thank you to all who took part in this run. Based on the weather on the days before this Thursday, I thought we may have had to cancel it, but the weather gods answered my call and I think we ended up having a pretty enjoyable (and educational?) time.

Scott Stevenson



Odds & Ends

- Peter Clark has bought Michael Anderson's MG TD project. Michael said he didn't have the time or expertise to finish the project and will look at buying a going 'T' car sometime in the future.
- Bill Denize has bought a MG ZR, having missed out on a ZR to Larry Jones early this year. He says it requires a bit of work to get it up to his standard, which is high, having come second overall with his MG RV8 in the recent Concours d'état at the National meeting in Taupo by 1/2 a point!
- Graeme Kirkcaldie's MG 1300 race car is making slow but steady progress towards completion.





Auction - MG EX234 Prototype



THE GOODWOOD FESTIVAL OF SPEED SALE

Collector's Motor Cars and Automobilia - 24 June 2016

AUCTION 23593:

c.1965 MG EX234 Prototype Roadster

Coachwork by Pininfarina

Registration no. REW 314R

Chassis no. EX234

Engine no. XSP-3118-4

*Unique MG prototype

*Single family ownership ex-factory

*374 miles from new (16,378 miles, they are reading the trip meter - Ed)

*Well documented

£35,000 - 45,000

NZD 74,000 - 95,000

FOOTNOTES

The unique car offered here is one of the many fascinating 'might have beens' in the history of the MG marque. Its planning began in 1964 when Abingdon's engineers' thoughts turned to a 'next generation' MGB that would have better chassis dynamics: specifically, the new car would incorporate the independent rear suspension intended for the original but abandoned as too expensive. Designer Syd Enever's team was responsible for constructing the prototype, code named 'EX234', raiding the BMC parts bin for



Auction - MG EX234 Prototype



the 1,275cc A-Series engine and gearbox, Austin Champ rear axle, and Hydrolastic suspension units. Suspension was by upper and lower wishbones all round, steering was by rack and pinion, and there were disc brakes on all four wheels.

Once completed, the rolling chassis was despatched to Pininfarina in Italy for bodying, and the result contains hints of the master coachbuilder's FIAT 124 Sport Spider and Alfa Romeo Duetto, while at the same time incorporating the sawn-off 'Kamm' tail that would later appear on the Alfa Romeo 1750. EX234 was intended to replace both the Midget and the MGB, and despite being more compact than the latter offered a more generously sized interior. The exterior trim on either side was different: one style being for the GT version, the other for the open roadster.





Auction - MG EX234 Prototype

Back in the UK, EX234 was enthusiastically received by all who drove it. In his book 'MG - The Untold Story', David Knowles has this to say on the subject: 'Roy Brocklehurst took the EX234 prototype to Silverstone where, according to Jim Stimson, it was driven by a few trusted experts... including John Surtees. Roy said they told him that the roadholding was as good as any car they had driven.'

So why didn't EX234 make it into production? At the time of its inception both the Midget and the MGB were still selling well, and it was felt by senior management that there was no pressing need for a replacement. The project was shelved. Following BMC's merger with Leyland to form British-Leyland, the balance of power shifted within the reconstituted group in favour of Triumph, at least as far as thoughts of a new sports car were concerned, and when the time came it was the Triumph TR7 that was chosen, despite the MG marque's greater popularity in the USA, B-L's most important export market.

In 1977, with only 100 miles on the odometer, EX234 was acquired by the long established MG dealer Syd Beer, becoming part of his MG Museum collection in Houghton, Cambridgeshire. While there it was driven by motoring journalist John Sprinzel, who had been a works MG driver back in the 1950s. In the resulting magazine article (copy on file) he observes that the Hydrolastic suspension 'kept the car beautifully flat and smooth through the corners, with none of the usual lurch over uneven bits of the surface. There was also no rear-end steer, and I felt that





Auction - MG EX234 Prototype



even without any development input that the handling was far superior to the current Spridget.

'The interior was vast, and for my six foot three inches of height, there was space for legs, knees, arms, and elbows. The small steering wheel was set amongst excellent instrumentation, and occupants were surrounded by interior trim far better than has been normal on Abingdon products, with comfortable seats and two compact extra back seats with better legroom than in the MGB GT. There was excellent visibility and really good braking...

'All in all, I concluded my little road test by thinking this would have been a delightful successor to both the B and Midgets, with good looks, great performance, and probably the continued money-making record of many years of Abingdon sports cars.'

Offered for sale by the Beer Family Trust, this unique and historic MG prototype comes with a current MoT certificate, its original V5 registration document, and a copy of the original factory specification sheet. The car also comes with a factory hardtop, intended for use on the GT version, and has a folding convertible hood made of an attractive flocked material rather than the vinyl used for contemporary MGBs and Midgets.

This vehicle is quite simply a 'must have' for the serious MG collector.



Tech Talk - Ageing Tyres

Classic MG owners may have assumed that recent reports concerning tyre issues for MGF and MG TFs do not apply to their MGs, while their cars are nowhere near as sensitive as these modern MGs there are some aspects that demand some serious consideration.

This feature will focus on the Midget and MGB, although many basic elements also apply to the MGA, MGC the V8 models, and some earlier MGs, as well as little used modern MGs.

For all tyres, especially those on classics, age is the enemy that will seriously degrade their ability to perform, but the degradation is usually invisible, or very difficult to see and creeps up as time passes faster than most owners appreciate. General advice from major tyre makers and Government agencies is that tyres be replaced once they get to ten years of age but this is accompanied by strong tyre industry advice that tyres need to be checked annually by a competent expert after they reach six years of age.

Experience within the Club is that once a tyre reaches around eight years, degradation can often justify renewing before you experience unexpected 360 degree pirouettes at speeds that should under normal circumstances not create problems, irrespective of how deep the tread may still be. Age degradation is not equal on all cars as the rate will vary depending on the degree and type of use, exposure to sunlight and the storage of tyres before fitting. Ironically the anti oxidising agents within the tyre mix that are added to extend the tyre's life actually needs regular use to remain effective, an infrequently used classic car is actually at greater risk of the tyres suffering age related degradation.

Ultra violet light (in sunlight) accelerates ageing, however, by the time the tyres are ten years old even those that have seen little use or sunlight will usually perform markedly worse than younger tyres, again especially in damp conditions and this is why the recommendation is always to renew.

The mileage life of common tyres on daily use cars is usually between 15,000 for the higher performance low profile tyres of the type seen on MGF and TF, and up to 30,000 for some of the less sporting mainstream tyres. With lighter used daily use cars doing between 5,000 and 10,000 miles per annum it is clear that tyres will be worn out long before age is an issue.

The big problem for classic car owners (and indeed a growing number of MGF and TFs as well) is that because they do so few miles per annum relatively little wear will be generated. With most owners' mind-set not yet being tuned to remember to consider age as well as wear, this leads to far too many owners simply observing that tread depth is still very good and believing that all is OK. It therefore comes as a surprise if an MoT examiner fails the car on age related degradation.

Most obvious age related issues are cracks in the outer tyre surfaces and often in the



Image 1



Tech Talk - Ageing Tyres

base of tread grooves. Such conditions are an immediate confirmation that the tyre has passed its replacement date, irrespective if it is younger than ten years old, and the use of the car with tyres in such condition should ideally be limited to driving (carefully) to the tyre bay for new tyres.

Unfortunately not all tyres will show these visible signs and may only show such problems of reduced grip whilst driving, usually in quite surprising low speed situations. A wake up call in itself to provide the clear pointer to the problem and the difference that new tyres make will be substantial.

When replacing tyres on a limited use classic MG there is no benefit in buying a tyre with a reputation for lasting tens of thousands of miles, because they will have reached the age limit long before they wear out. This is not good value for money and so adopting the approach of buying a tyre with a reputation for good grip but a lower mileage life, perhaps being worn out by 15,000 miles is actually much better value.

Dating tyres is easily done from reading data on the tyre sidewall and there are two basic formats depending whether the tyre was made from 2000 or made before 2000.

I would have hoped that we would only be talking about the post 2000 made tyres because the youngest of these will be fifteen years old and well past their replace by date. Unfortunately I have discovered from conversations with owners of classic MGs this is not the case and interestingly a number of RV8 owners have mentioned they still have the original Michelin tyres on their low mileage cars, so these are a minimum of 20 years old.

1. Post 2000 made tyres will have a four figure code embossed or moulded into one sidewall that is often preceded by a 'DOT' marking and other prefix letters as can be seen in the example images. The first two numbers relate to the week of manufacture and this starts in the first week of January, whilst the second pair of numbers relates to the year of manufacture. For example 3413 would be week 34 of 2013 (see image 1.).

2. Pre 2000 made tyres have a very similar system but here only three numbers are used in the date code, where the first two relate to the week of manufacture and the remaining single number relates to the year within a ten-year period. This is because when this system was introduced it was not thought necessary to look beyond ten years. For example a date code of 192 (see image 2.) would mean week 19 of the 2th year of the decade, but this could be 1992 or 1982 and so on!

Today, whether it is 1999 or earlier should be an irrelevance since any tyre with these earlier markings has to be over 15 years old and only has use for holding the rims off the ground when the car is a 'museum' display.

Roger Parker - Enjoying MG



Image 2



For Sale

1995 MG RV8 - 19,000km - \$40,000

Convertible with black soft top. Car 1471 of only 1993 ever built. One owner in New Zealand. One owner in Japan. Woodcote green body. Dark stone leather interior. Michelin tires. Drives great!

For an appointment to view the car in Napier or if you would like additional information on the car.

Contact: Sefton Gibb Mobile: 027 4422 713



MGB wheels - \$125

4 x MGB Rostyle steel wheels

Contact: Bob Hulena. Mobile: 027 4482 225 A/H: 04 293 8112

E-mail: bobthecalendarmen@gmail.com

1953 MG TD2. - 57,017ml - \$40,000

One owner since 1973. Wire wheels fitted in the past. I still have the original disc wheels and drums/hubs. Well maintained and always garaged. Resprayed BRG (Jaguar) and many items re-chromed in 2010. Hood and side screens in good condition. Odometer reading 57017. Log book available.

Reg and WoF until June.

Recent professional valuation \$40,000

The car is in Christchurch.

Contact: Jeremy Peet on 033570939 or email jandjpeet@gmail.com for more information.



Secure Dry Storage

I have storage available for a vintage or classic car in my very spacious garage in St Mary Street, Thorndon. This storage is suitable for someone who doesn't use their car regularly and will be priced accordingly.

E-mail: neilharrap@gmail.com

1966 MG 1100 - 55,390ml - Offers

2 owners, very good condition, NOT registered. As is, where is. Car must be removed by end of June. Contact: Grant E-mail: roc01@clear.net.nz



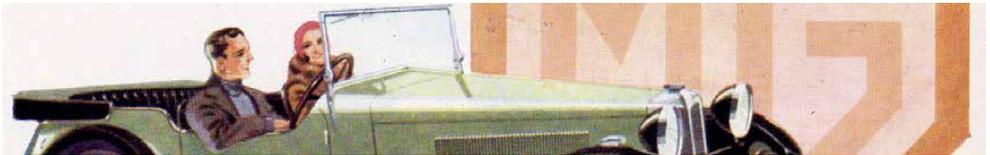
Membership Fees

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Existing members will receive a renewal invoice in the post, usually early June. Those non-members wishing to join the club can do so by following the 'Membership' tab on our Web site: www.mgcarclub.org.nz. This will provide a couple of options, including an online form which is the simplest and quickest way for intending members to join the club.

Single \$60 Double \$70 Family \$80

You can pay your renewal on-line direct to our account 03-0539-0165992-00 Please it is important you include your membership number and/or name as a reference.



Rear Cover, Top: Ray Hartley leading (briefly) the Classics race.
Bottom: Ford Mustang takes the checked flag. Photographs Dean Gray.

Ray Hartley Motors

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**NOMINATION FOR COMMITTEE
ANNUAL GENERAL MEETING 2016
MG CAR CLUB (Wellington) CENTRE**

I/we

..... (full name(s))

being a financial member(s) of the MG Car Club (Wellington Centre) Inc.
wish to nominate

.....

for the position of

Signed:

Date:



**ACCEPTANCE OF NOMINATION
ANNUAL GENERAL MEETING 2016
MG CAR CLUB (Wellington) CENTRE**

I/we(full name)

being a financial member of the MG Car Club (Wellington Centre) Inc. am
prepared to accept the nomination for the position of

.....

And further, that if elected, hereby agree to abide by the Constitution and By-Laws of the MG Car Club (Wellington Centre) Inc.

Signed:

Date:



MG Car Club (Wgtn) Regalia



MGCC Lanyard
Black/white or
Blue/white
\$5.00.



1634 - Silverdale, Merino pullover
Natural mix - S-XL - \$125.00.



WLV - Gear, Women's Vest
Silver/Black - S-XL - \$65.00.



1634 - Silverdale, Merino pullover
Navy - S-XL - \$125.00.



LV - Gear, Men's Vest
Black - S-XL - \$65.00.



MG90 Car badge
75mm - \$43.00.



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72mm - \$5.00.



498Q - Gear, Zip fleece
Navy - S-XL - \$65.00.

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